



## PROJECT STATUS REPORT

## INSTRUCTIONS

- ITEM 8 Entries will be taken from codes listed on ~~the previous index of this form~~ page 3.
- ITEM 20 Enter concise project progress information sufficiently complete so that reference to other reports will not be necessary. Changes in program scheduling should be fully explained. If additional space is required, a separate 8 x 10 1/2 sheet will be used. Identify particular report and mark proper security classifications.

1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
921A	-	60B23
4. AFFTC PROJECT DIRECTIVE NR	5. ARDC PRIORITY	6. REPORTING PERIOD
60-215	75A	May 1963

## 7. TITLE AND OBJECTIVE SUPPORT MISCELLANEOUS AIR FORCE TASKS

To support minor, non-reimbursable Air Force tasks on a continuing basis.


8. SCHEDULE	CURRENT FY <u>63</u>												FY <u>64</u>												FY <u>65</u> QTRS				FY <u>66</u> QTRS				
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th	
CURRENT SCHEDULE																																	
NEW SCHEDULE																																	
CHG CODE																																	
9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST												11. FINAL FLIGHT/TEST												12. TOTAL FLIGHT HRS REQ				13. ACFT SERIAL NR				
14. % PLANNING COMPLETED				15. % INSTRUMENTATION COMPLETED				16. % TESTING COMPLETED				17. % DATA REDUCTION COMPLETED				18. % REPORT COMPLETED				19. % TOTAL COMPLETED													
																				Continuing													

## 20. REMARKS

LIC 9110

WSC 3

No tests.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
31 May 1963	FTLG/260	 A. V. Stamm

Approved For Release 2002/11/08 : CIA-RDP75B00285R000400020034-9

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## 20. REMARKS

LIC 9341

Tests completed: 1

Tests documented: 7

Aircraft hours flown to date:

Documented aircraft hours remaining:

Test  
0Photo  
0Test  
F-106B - 7:00Photo  
F-106B - 2:00  
F-104D - 6:00  
T-38 - 10:00

This project is classified.

21. DATE

31 May 1963

22. OFFICE SYMBOL AND TELEPHONE EXT

FTLCM/266

23. SIGNATURE OF PROJECT OFFICER

Charles O. Laine

CWO Charles O. Laine

AFFTC FORM  
APR 60

29

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PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Program Structure 921A, SUPPORT USAF IG TRAINING FILM, (Cont'd)

actuating mechanism was also provided. The second release was attached to the back of the ejection seat and actuated the seat recovery parachute ripcord. This release was actuated by the seat-man separator mechanism and was set for a 5-second delay. One drop was made at 110 KIAS at 14,000-ft. pressure altitude with the ejection seat and dummy in a head down position. This method of launch resulted in instability of the seat and was not used again. On all drops the dummy was equipped with a standard 50C7024-18 parachute equipped with an F-1B automatic ripcord release set for 6000-ft. pressure altitude. The seat-dummy separation mechanism and automatic releases operated successfully. The dummy was recovered without damage. The rings attached to the bottom of the seat for recovery parachute riser attachment broke on parachute opening and the seat free fell to impact and received minor damage. The seat was repaired and reused for dummy drops. The rings were replaced with U-bolts.

One drop was made at 110 KIAS at 10,000-ft. pressure altitude with the seat occupied by the articulated dummy followed by three jumpers. The live jumps were made to allow close observation of the seat-dummy action at launch and to acquaint the jumpers with the turbulent air currents caused by in-flight conditions. One drop was made at 110 KIAS at 10,000-ft. pressure altitude. The seat was occupied by an articulated dummy and two jumpers attempted to jump simultaneously with seat launch and follow the seat-dummy close enough to take motion pictures. This could not be accomplished due to the acceleration of seat-dummy following launch. One drop was made at 90 KIAS at 10,000-ft. pressure altitude with a man in the ejection seat. (On all drops the man was equipped with a standard 50C7024-18 parachute equipped with a F-1B automatic ripcord release set for 5000-ft. pressure altitude and 10 seconds and with a standard HGUP-2 helmet with an MBU-5 oxygen mask.) Four cameramen were located on the ramp of the aircraft to photograph the events. The man operated the manual seat-man separator mechanism approximately four seconds after launch. Good photo coverage was obtained. Four drops were made at 71, 73, 74 and 74 KIAS at 10,000-ft. pressure altitude with a man in the ejection seat and two jumpers jumping one second prior to seat launch to photograph the events. The man operated the manual seat-man separator mechanism approximately 5 to 6 seconds after launch. Good photo coverage was obtained of the free fall and seat-man separation. This concludes testing on this program. A report will be prepared.